



A PUBLICATION OF
**THE CRANBROOK
 ARCHIVES, MUSEUM AND
 LANDMARK FOUNDATION**

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Operating Assistance

We gratefully acknowledge annual operations support of the **City of Cranbrook**, and of the Province of British Columbia through the **British Columbia Arts Council**



BRITISH
 COLUMBIA
 ARTS COUNCIL

Remember - Museum Bingos

at Rocky Mountain Bingo Hall

In this Issue ...

- * Large Model Railway Donation
- * Some Up-Coming Events
- * Cranbrook Arts/Heritage Plan
- * Risk Assessment/Business Plan
- * 1909 Soo-Spokane-Portland Limited

INSERT #1

- * List of all major CAMAL foundation/ Museum Accomplishments & Awards 1976-2008
- * Study on national/internal significance of the collection - a collection deemed to be "At Risk"

INSERT #2

- * AGM notice and details
- * Board Members 1976 - 2008

ANNUAL MUSEUM HOURS (open all year)

WINTER: Tues - Sat 12-5pm

* Office & Gift Shop
 (Thanksgiving to April) opens at 10 am

SPRING/SUMMER/FALL:

Daily - 10am - 6pm
 (Early April to Thanksgiving)

Subject to change



2009 CRANBROOK MILESTONES

- * The 1909 "Soo-Spokane-Portland Limited" Centennial (see article in this newsletter)
- * The Baggage Car "Temporary Exhibition Gallery Program - for Art & History" began 30 years ago - lasted until 1985

HERITAGE CRANBROOK

INCLUDING THE CANADIAN MUSEUM OF RAIL TRAVEL

**MUSEUM RECEIVES
 HIGH-QUALITY MODEL
 RAILWAY LAYOUT**

*\$ 325,000 O-Gauge model donated from
 the former Granville Island Museum*

The newest acquisition at the Canadian Museum of Rail Travel in Cranbrook is a superb large O-Gauge model railway from the former Granville Island Museum in Vancouver. That privately-owned Museum closed permanently on Sept 1/08 and the model layout was given to Cranbrook. The model depicts "Railroading in the BC Mountains - Coast to Rockies", and is worth about \$325,000 in early 1990 prices.

The 65-foot long by 15' wide model is of extremely high museum-quality design and construction, however, due to its very large size, it had to be cut into about 30 pieces for transport to Cranbrook in 3 trucks. Half of the model was able to be stored within the security arrangements at the Museum when it arrived near the end of Sept. However, the other half had to be stored in relatively secure temporary space until an extension to the existing model space at the Museum was able to be done. The balance of the model was moved to the Museum on Nov.18/08, where it is now covered under the Museums, intrusion and smoke detection security system. This protection is a high-priority first step.

The space had already been partially completed for the intended HO-scale model railway development, which had been started in a baggage car at the former museum site. However, the nearly double size of this "O-Gauge" model required that the adjacent museum workshop space be relocated to enable the model display space to be extended over the period Oct/Nov/08. (HO Gauge = half of O Gauge).

The donation of this high-quality model has "leap-frogged" the development of railway heritage interpretation by many years, since the skills needed to re-construct a model of this quality and the money required, are not easily available, so this particular re-construction work must be done by the people originally involved in the original model construction and the recent dismantling for moving to Cranbrook.

The quality of the model and its extreme fragility preclude unskilled volunteer reconstruction of the model, although volunteers will be essential to on-going maintenance and special interpretive operation.

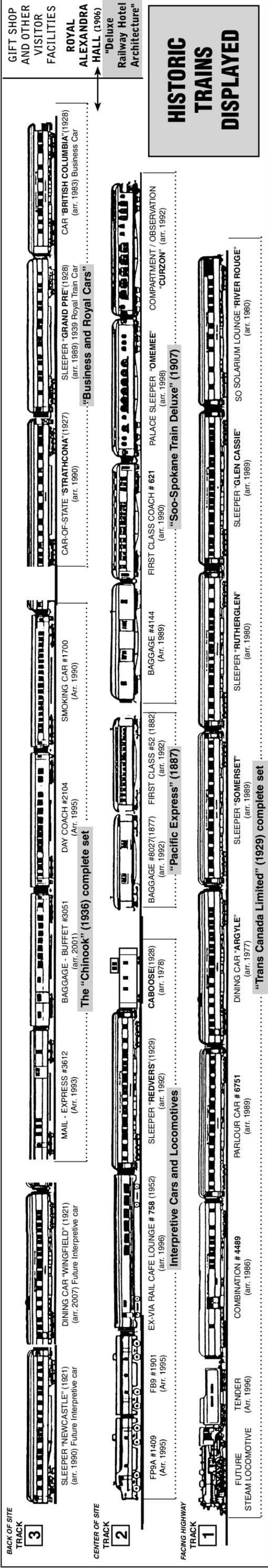
Besides this new model, the Museum also has an existing display called "Historic Crowsnest" Railway



This view is one of the large 3-foot high curved trestles at one end of a 65-foot long model recently donated to this Museum from the privately-owned Granville Museum, which closed last Sept 1. The model is valued at \$ 325,000 and had to be cut into about 30 pieces for transport to the Museum in 3 trucks.. It will be a major interpretive display addition to the Museum, and will be of interest to all people from 9 months to 90 years of age, all year and independent of weather.

Visual Exhibit", including HO-Gauge model railway exhibit segments that are to be installed in the same room on the opposite wall. This model was developed in a baggage car at the former museum site by local modelers in the early 1990's, but was removed for storage when the museum relocated in 2002. The Crowsnest Route of the CP Railway is a Rocky Mountain Pass of local and regional significance built in 1898, which developed this corner of the province and Cranbrook in particular. It is therefore can be considered a specialty part of the larger "BC Model" Together, both will be highly interpretive and tell a more comprehensive railway story.

continued over



HISTORIC TRAINS DISPLAYED

TRAINS DISPLAYED – “Deluxe Hotels-on-Wheels” of the Canadian Pacific Railway

* Dates of arrival at Cranbrook listed under Car #Name, and cars on tour have names# in bold print.

THE COLLECTIONS POLICY is to assemble, restore and display to the highest standards five Transcontinental passenger trains to represent five distinct eras of development and lifestyle of travel by rail. These eras include:

Car Arrivals	1977-1	1978-1	1980-2	1983-1	1986-2	1989-5	1990-4	1992-3	1993-1	1995-3	1996-2	1998-1	2000-1	2007-1	Total=28
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Although the interior 2,000 SF space for the model is complete, certain aspects must still be completed for legal public access according to building code requirements. This includes emergency exits, heating & ventilation system, emergency and exit and display lighting.

Access to this permanent display will be via the new Cranbrook History Gallery, also under construction, and located just off the main entrance. The model railway, however, can show how trains operate in difficult mountainous terrain, and what engineering feats were required to allow this, such as bridges and tunnels, etc. All are shown here to great effect to develop and understanding by the public - particularly children and students. The historic railcar tours are more geared towards older children and adults, whereas the model railway will appeal to all ages, but particularly a younger audience.

The model railway development is particularly important for younger audiences from age 2 to 12, an audience that is currently under-served at this museum since the tours of the fragile interiors of the railcars preclude casual browsing by any age group. The fun aspects and immediacy of an operating model will engage children quickly for lasting impressions to create future audiences to the museum's historic railcar collection.

Fund-Raising has started, but it will take some time to raise the \$200,000 budget required for the model restoration and the interior building code requirements. The *Sunrise Rotary Club* is the first group to announce support in the amount of \$25,000 over 3 years. The second program announced in January, which will allow the re-connection of the 30+ pieces of the model, is the *BC 150 Heritage Legacy Fund* which will provide \$20,000, although this must be spent by Mar. 31 of this year. Work by the contractor, Scott Fanslau, will begin Feb. 10th. Scott worked on the original model construction many years ago in Vancouver, and was responsible for taking the model apart into sections for travel by truck to Cranbrook in Sept. 2008. He is therefore the most appropriate person to reconnect the various parts of this complex and extremely fragile model.

As with the development of the Museum since 1976, special projects like this are completed as funds permit, so a time line for completing the entire project and opening it regularly to the public is unknown.

Any groups that are interested in assisting this model railway project financially or otherwise can contact the Museum at 250-489-3918, and a special viewing of the model can also be arranged.

- Track #3 The “Chinook” (4-Car Set Complete).....
- Track #2 The ‘Soo-Spokane Train de Luxe’ (4 of six Cars).....
- Track #2 The “Pacific Express” (2 of four Cars).....
- Track #1 The “Trans-Canada Limited” (7-Car Set Complete).....
- Tracks #2 & 3

* **FEB. Heritage Week Continued**
 - SAT Feb. 27 - 10am - 5pm - Free public tours of railcars
(first come first serve basis)

* **JULY 1/09 - WED - noon Canada Day -**
 Tea & Scones in Royal Alexandra Hall

* **NOV. 27-29/09 - FRI - SUN (projected dates)**
 GALA CHRISTMAS DINNERS & BRUNCH (details later)

PROFESSIONAL RISK ASSESSMENT ON RAILCAR COLLECTION & MUSEUM BUSINESS/FACILITY PLAN SCHEDULED FOR 2009

- *Top-Priority Projects to include capital and operational aspects of the museum, plus the proposed new 80,000 SF trains building*

RISK ASSESSMENT & STABILIZATION REPORT
 Under the Museum Assistance Program (MAP) of the Federal Dept, of Canadian Heritage, a funding program called "Punctual Intervention " is the only one available to the Museum for this project. Business Plans and Facility Development are no longer funded by MAP.

The Punctual Intervention program will assist up to 50% of the costs of the Risk Assessment and a Report on Stabilization of the collection , which h is estimated at \$15,000.The " Risk Assessment" will identify any threats to the continued existence of the collection. The passenger railcars are currently stored outdoors, and contain rare and extremely fragile interiors of national significance, so they are deemed to be a significant risk.

The "Report on Stabilization" in intended to prevent further deterioration of the railcar collection.It will provide recommendations for required measures that will be needed to prevent on-going damage and deterioration to the exteriors and the fragile interiors of the railcar collection. It will also provide recommendations for efficient and effective conservation/preservation systems through the investigation of new (including Agreen@) technologies to reduce annual preservation costs and yet meet recommended museum conservation/preservation standards, including equipment types and estimates. An finally, this report will provide an assessment of impacts of recommended solutions on existing museum operations, and what the consequences would be if nothing is done.

BUSINESS & FACILITY PLAN
 The Business and Facility Plan, at \$81,800, is a much larger part of the

CRANBROOK ARTS/HERITAGE PLAN PROCEEDS
consultant chosen - planned to start Feb. - completion for May

This project is funded by the BC "Arts Now" program and the City, and is overseen by a steering committee involving the Arts Council, the CAMAL Foundation, other groups, and the City.

A contract for \$25,000 has just been prepared for the consultant to produce the "Plan" which will deliver a strategic and viable business plan for the arts, heritage and cultural sector of Cranbrook. Capital needs and program gaps are among the issues to be addressed, as well as maximizing the economic impact provide a blueprint on strategic initiatives and timelines.

The visioning workshops will probably begin in March, and all groups and facilities are urged to participate. Due to its' substantial facilities and programs for both tourist and local use, the Museum is expected to be an important part of the plan.

CENTENNIAL OF THE 1909 "SOO-SPOKANE-PORTLAND LIMITED"
 - *An extension to the 1907 "Soo-Spokane Train Deluxe"* -

This year celebrates the centennial of a very unusual train that ran through Cranbrook. In 1909, the Soo-Spokane Train Deluxe service that had started in 1907, was extended west from Spokane to Portland to provide a Pacific Ocean terminus. This fast and luxurious train had transformed Cranbrook into a major railway city with international connections, and this new extension provided additional impetus.

On the east end of the service at Minneapolis, extensions were made to Chicago, and direct connections were available via Sault-Ste Marie to Montreal by using the large railway bridge over the river from Lake Superior. In Montreal, more direct connections were available to New York, Boston and Portland, Maine. Thus one could travel from Portland, Oregon to Portland, Maine using an international service controlled by the CPR. It was a truly international service going back and forth between Canada and USA from coast to coast. The large steel viaduct at Lethbridge was also completed in 1909.

UP-COMING EVENTS

- * **FEB. Heritage Week**
 - Mon. Feb. 23 - Regular City Council Meeting at the Royal Alexandra Hall to celebrate Heritage Week 7-10 PM
 - Tues Feb.24 - Fri Feb.27 - Free school tours of railcars
(one in morning 10-12, one in afternoon 1-3)
 - FEB. 25 - Wed, 6:30 PM - CAMAL AGM

planning since it also needs to deal with a larger and sophisticated facility that will need to operated extremely efficiently to reduce annual operating costs. Due to the higher cost, it will also need a larger number of financial supporters.

Since the Museum is so large and located in a relatively small community, and the % government subsidy for operations is so low (about 45%), the Business Plan must address several issues that will chart a future survival strategy including improvements to governance/management, marketing, capital development to complete the facilities and preservation systems for the railcar collection of national significance.. It will conclude with an "Operating Plan" showing program development, financial projections and economic impact

The issue of long-term preservation of the collection is the top priority now that the collection is assembled, secure and on display at the new larger museum site - although it is still stored outdoors. Without a long-term affordable business strategy, that also supported efficient and effective preservation, the collection will simply "cease to exist" as energy costs rise, and artifact degradation continues to increase. Museum funds are very limited. *Studies on the national significance of the collection were done by Robert Turner, Curator Emeritus of Modern History at the Royal BC Museum), a collection which he deemed to be "AT SIGNIFICANT RISK".* The results will give a clear guide to strategic capital development needed to complete certain facilities that are currently partially complete, and a clear governance/management/program/financial operations structure to preserve the collection and make it accessible to the public - and allow the museum to confidently go forward into the future.

The Museum Board, and the City-appointed Museum Development Committee (established 1987) have jointly developed and supervised (1) the assembly of the comprehensive historic passenger railcar collection since 1976, (2) the new larger site and (non-railway) buildings since 1987, and (3) the operations/programs since 1978. This all took place as components of the railcar collection arrived, were stabilized, restored and placed on display and public tour. Preliminary structural designs have already been done for a proposed facility to enclose the railcar collection AS for funding the \$81,800 Business/Facility Plan, one provincial program called "ArtsPod" can assist facility planning up to \$10,000 and this has been applied for. The Columbia Basin Trust, via its Community Initiative Program committed \$16,000 in mid-2008., with a request to the City of \$36,000. The Museum portion would be \$23,000 plus \$7,500 due for the Risk Assessment. If all funds are approved, plans could begin this spring, and would be a specialized part of the Cranbrook Cultural Plan, which is explained in the article on the opposite page.



VIEWS FROM THE PAST

from the Cranbrook Historical Archives located at the Museum

New Cranbrook Firehall Opening Nov. 14, 1929

This well-preserved photo shows the opening of the newly-complete firehall on 11th Ave. on Nov 14, 1929. This was about a month after the Stock Market crash which caused the Great Depression and a severe slowdown in major construction everywhere, including Cranbrook.

Various members of the Fire Dept. crew are posed in front. H. Collier, W. Attridge, V. Liddicoate, A. Jones, A Balment, F. Burgess, T. Roberts, D. Philpot, M. Hall, J Jackson, W. FLOWERS, T. MacPherson, S. Fyles, J. Conroy, C. McIntyre, S. Tallman, R. Carr, S. McCleary, J. Ward, P Admas, M. Kary, J. Gordon, W. Hayward, S. Knight. Murdo Seth "Slim" Tallman is standing on the back rear tire of fire truck.

CBK .041.007

Cranbrook Archives, Museum and Landmark Foundation

BOARD OF DIRECTORS (Feb. 2008 - Feb. 2009)

- *Chairman* (1) **Bob Bennison**
- *Vice Chairman* (2) **Astarte**
- *Treasurer* (3) **Bev Evanchu**
- *Bingos* (4) **Corinne Friesen**
- *Baker Hill* (5) **Gerald Hudson**
- (6) **Don Saby** • (10) **Alec Rogers**
- (7) **Sioux Browning** • (11) **Tom Kirk**
- (8) **Melba Hanson** • (12) **Greg Ringness**
- (9) **Jean-Ann Debrecini**

Permanent Staff

- Executive Director . **Garry W. Anderson**
- Office Manager **Brian Dees**
- Assistant O.M. / Tours . . . **Cheryl Dees**
- Archivist (part-time) . . . **Darrel Mikulicik**

PROGRAMS AND SERVICES OFFERED BY THE CRANBROOK ARCHIVES, MUSEUM & LANDMARK FOUNDATION

- 1) **The Canadian Museum of Rail Travel**
 - * **Tours** of the restored cars. Group tours can be arranged by advance notice. Various prices depending on type of tour desired. Free access to new **Restoration Interpretive - A/V Area**.
 - * **Gift shop** carries a selection of railway - themed merchandise.
 - * **Original Railway Water Tower** in gardens at old museum site about one block away.
 - * The railway gardens provide a summer refuge and good photo opportunities.
 - Construction at the new site of the museum is still progressing after the major 2002 site relocation.*
 - * Operating HO-gauge model railway display being re-established in lower Freight Shed, and the 7.5" gauge mini' railway outside.
 - * **The Cranbrook History Gallery**, located in the lower level of the Freight Shed just off the main entrance *(to open spring 09)*
 - * "Christmas Gala Dinners" in late Nov./early Dec. Ask for details or see the Museum Website. www.trainsdeluxe.com
- 2) **Rentals of the Royal Alexandra Hall**, for private and business lunches, dinners, meetings, weddings, etc. *(limited rental policy in effect)*
- 3) **The Cranbrook and Railway Historical Archives and Reference Library.**
 - * Located on the upper floor of the museum - mostly computerized.
 - * Contains much historical material (books, photos, pamphlets, maps, files, etc. about early Cranbrook and the Railway, including all early Cranbrook newspapers from 1898 - 1973).
 - ** **Archives appointments are required due to limited staff. Phone 489-3918 and ask for a supervisor.**

Membership Campaign - An Annual Request for Annual Operations -

Since our annual operations are less than 50% subsidized by the Province and the City combined, (no Federal) our ticket and gift shop sales, special events (ie. the Galas) and **annual memberships & donations** are essential to make the balance.

MEMBERSHIP and DONOR BENEFITS

- * Discounts are given on guided tours (as available) and gift shop items, for members only (without charitable receipt).
- * Members and Donors are listed on the "Wall of Members" at the Museum, with one vote per category at AGM, and all receive newsletters.
- * Join now and enjoy these special privileges.

MEMBERSHIP (select one)

- *Without receipt but one vote/ category at AGM*
- Student \$ 8.00
- Senior \$ 15.00
- Adult \$ 20.00
- Family \$ 35.00

DONATIONS (select one)

- *With Charitable receipt and one vote/ category at AGM*
- Organization \$ 50.00
- Business \$ 75.00
- Sponsor \$ 100 - 499
- Benefactor \$ 500 - 999
- Patron \$ 1,000 +
- Other* \$ _____

* *Federal tax laws prohibit us from giving tax deductible receipts for memberships or donations which include certain financial privileges such as discounts, etc.*

Capital Fund Campaign - A One-Time Request -

for new site and facilities capital work

- * Donations come with receipts but no voting privileges
- * can be done in installments up to 3 years
- * come with **BRONZE PLAQUE** attached to area
- * also noted on Permanent WALL of DONORS
- \$ 8,000 SW exterior facade trackside - BRICK FACING
- \$ 4,000 SW exterior facade trackside - UPPER WINDOWS & AWNING
- \$ 6,000 SW exterior facade trackside - LOWER WINDOWS, DOOR & AWNING
- \$ 6,000 Interior - NEW GLASS WALL BETWEEN TICKET AND GIFT SHOP AREA
- \$ 200,000 - **O-GAUGE MODEL RAILWAY PROJECT**
- *phone office for donation details of this new exciting project.*

YOUR NAME _____

YOUR ADDRESS _____

CITY _____ PROV. _____ POSTAL CODE _____

EMAIL: _____

PHONE (_____) _____ FAX (_____) _____

AMOUNT ENCLOSED
Please check off appropriate categories above for total

\$ _____

LIST OF FOUNDATION BOARD MEMBERS 1976-2008

* this lists the start dates of individual terms, but does not show how long each director served.
 * (Chair) - Person who have held chair positions/dates.
 * (dec) - Deceased
 * (N) - native representative

1976

1) Garry Anderson(Chair) 1976-1979
 - 1979 became Executive Director

2) Janette Cameron
 3) Cindy Duthie
 4) Don Isherwood (dec)

5) Greg Sawchuk
 (Chair) 1980-82

6) Karen Sawchuk
 7) Clark Stephens

1977

8) Frank Baynes
 9) Brian Clarkson
 10) Terry McIntyre

11) Allan McKenzie
 12) Meredith Melnick

13) John Quince

14) Teresa Strong
 15) Greg Stacey

1978

16) Vera Andrews
 17) Ted Fiedler

(Chair) 1984-86
 18) Joe Ward (dec)

1979

(Board expanded 8 to 12 members)

19) Pearl Becker

20) Hugh Campbell (dec)

21) Anne Edwards

(Chair) 1982-84

22) Don Heron

23) Bob Langin

24) Tom Melnick

(Chair) 1979-80

25) John Rayson

26) Don Waurynchuk

1980

27) Bonnie Comeau
 28) Ed Mile
 29) Stan Harrison (dec)
 30) Sharon Waurynchuk

1981

31) Paul LePage
 32) Doug Martin
 33) Mike Patterson
 34) Maureen Quinn

1982

35) Harry Keller
 36) Hilda Lang
 (Chair) 1986-89

37) Netta Gansner (dec)

38) Bob Mansfield

39) Lorne Leeson

40) John Wilkey

1983

41) Phil Jennings

1984

42) Len Archibald
 (Chair) 1995-1998

43) Thor Frohn-Nielson

44) Wendy Rankin

45) Odette Rouse

1985

46) Wilma Carry
 (Chair) 1989-91

47) Ken Zurosky (dec)

1986

48) Dr. W.O. Green (dec)

1987

49) Richard Bryson

50) Ron Dale (dec)

51) Katy Fedorchuk

52) Wiif Prouten (dec)

1988

(Chair) 1991-1993

53) Frank Spring (Dec)

1989

54) Wally Anderson
 55) Bill Calder
 56) Gladys Goss

1990

57) Vivian Chistianson
 58) Denise Rose
 59) Paul Sargent

1991

60) Dick Chadwick
 61) Shirley Lusher

1992

62) Glenn Finley (dec)
 (Chair) 1993-1995

63) Norm Gill
 64) Trent Taylor

65) Gretchen Whetham

66) Melba Hanson

67) Gerald Hudson

68) Paul Knipe

69) Leonard Szabo

70) Aksel Henriksen

71) David Kaiser

72) Leo Williams (N)

73) Stewart Wilson

74) George Adrian (N)

75) Daphne Hayden

76) Gene McDonald

77) Joe Isenberger

78) George Morris

79) Owen Nicklin

80) Dan Poirier

81) Bob Bennisson
 (Chair) 1998-2006

82) Arnold Lowden

83) Don Sam (N)

84) Richard Nix

85) Odette Rouse

86) Peter McCoy (N)

87) Allen Davis

88) Pierre Sirois

89) Gerry Werner

90) Angus Davis

91) Gretchen Whetham

92) Margaret Tenesse (N)

93) Corinne Friesen

94) Bud Caldwell (dec)

1998

95) Lillian Rose (N)

96) Melba Hanson

97) Tom Kirk

98) Jim Ellingson

99) Bev Evanchu

100) Charlotte Osborne

101) Jeanne Anne Debrecini

102) Alec Rogers

103) Don Saby

104) Astarte

105) Sioux Browning

106) Greg Ringness

107) Jim Ellingson

108) Bev Evanchu

109) Charlotte Osborne

110) Jeanne Anne Debrecini

111) Alec Rogers

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164) Jeanne Anne Debrecini

165) Alec Rogers

166) Don Saby

167) Astarte

168) Sioux Browning

169) Greg Ringness

170) Jim Ellingson

171) Bev Evanchu

172) Charlotte Osborne

173) Jeanne Anne Debrecini

174) Alec Rogers

175) Don Saby

176) Astarte

2009 ANNUAL GENERAL MEETING Cranbrook Archives, Museum and Landmark Foundation

at the Royal Alexandra Hall
 Canadian Museum of Rail Travel

54th Anniversary of the Foundation

- Tuesday Feb. 24, 2009 -

6:30 Doors Open

- Reception music on the 1864 Broadwood Concert Grand Piano
- volunteer hostesses in historic evening gowns
- Museum displays:

- memberships
- Archives displays
- display of up-dated City Heritage Tour Map - Downtown & Baker Hill Areas
- Cranbrook 2005 Centennial Book on Sale at special price

7:15 - 7:45 Annual General Meeting

- Business meeting
- Elections

8:15 Presentations

- Presentation of 2008 Heritage Awards
 - residential, commercial, and the Walter Laurie Memorial Award
- Presentation on museum accomplishments in 2008 and plans for 2009

9:00 End of Program (approx)

- refreshments, sweets and punch, as well as a taste of Dim Sum and Chinese Tea to Commemorate Cranbrook's Chinese Heritage
- Reception music on the Broadwood Concert Grand Piano
- tours of recent work on the new buildings, including the Cranbrook Historical Archives, the Cranbrook History Gallery and the new O-Gauge Model Railway project.

EVERYONE WELCOME

LIST OF MAJOR MUSEUM PROJECTS & AWARDS

33 Years... 1976 - 2008

*** 1976-1999 \$ 2.5 million spent + 1999-2005 \$ 3.2 million spent = TOTAL \$ 7 million spent (mostly locally)**

** = outstanding effect * = major effects

1976
****CRANBROOK ARCHIVES, MUSEUM & LANDMARK FOUNDATION** begun by local interested citizens during Heritage Week in February. Need was shown through "Cranbrook Heritage Report" of 1975 done by Garry Anderson under contract to the Cit. The report came about due to disappearance of some major heritage buildings over 1957 to 1974.
 - Historical documents collecting begins for **Archives** (Foundation offices located at the Studio)
 - Major restoration/rehabilitation project done for the **Studio/Stage-Door** by CAMAL (1976-77)

1977
 - City decides to allow it,s old CPR-YMCA site on Van Horne St. to be used for railway museum site
****Dining Car "Argyle"** (1929 "Trans-Canada Limited") arrives from Vancouver in late May (restoration spans 1977-1998)
 - Construction/restoration begins on the Railway Museum in May
 - Offices move to museum site in dining car "**Argyle**" in Nov.
 - **Cranbrook Heritage Awards** established in two categories - Residential and Commercial/Institutional - part of the Landmark mandate
 - Baker Hill Committee formed under the Foundation to increase awareness of this heritage resource

1978
*** THE "RAILWAY MUSEUM IN CRANBROOK" OPENS** July 1/78 with regular hours of operation
Baggage Car #4481 (1929 "Trans-Canada Limited") arrives from Quebec City (converted for temporary exhibition gallery use)
 - part of accessible Archives located in **#4481** and part for storage in upper floor of City Hall
 - "**Community Service Award**" from Heritage Canada to Garry Anderson for his heritage work in Cranbrook including the 1976 Cranbrook Heritage Report and the formation of the Cranbrook Archives, Museum and Landmark Foundation. This was awarded at Rideau Hall by Governor General Leger.

1979
 - **Sleeping Car "Rutherglen"** (1929 "Trans-Canada Limited" set) arrives from Toronto (restoration spans 1982-1986)
 - **Exhibition Gallery in car #4481 opens** October 1979 with 7 exhibitions the last 3 months of the year. (Gallery operates until train goes to Expo '86 and hosting 80 temporary exhibitions over the next 7 years)

1980
 - **Solarium Lounge Car "River Rouge"** (1929 "Trans-Canada Limited" set) arrives from Fraser Canyon (restoration spans 1980-1986)
 - 16 temporary exhibitions held in gallery in car **#4481**

1981
 - Museum site enlargement north-east to King Street (Stage 1)
 - 11 temporary exhibitions held in gallery in car **#4481**
1982
****Colonel Baker Home Restoration** (built in 1887 for Cranbrook,s founder) Restoration spans 1982-1983 and designed for tenants on all 3 floors to support the 1/4 million dollar mortgage taken out by the Foundation & paid by 1998. The unstable building had been rescued by the Foundation when it became known that the City planned to use if for a "fire demonstration project" by the Fire Dept.
 - 14 temporary exhibitions held in gallery in car **#4481**

1983
 - **Business Car "British Columbia" arrives** from Nelson (original - no restoration required, stabilization only)
 - Tenants rentals begin in Baker Home (long-term tenants maintained to 1998)
 - 10 temporary exhibitions held in gallery in car **#4481**
 - begin Gala Dinners in **Dining Car "Argyle"** as fund raiser

1984
 - Major restoration work begins on all cars in preparation for the train exhibit at Expo '86 in Vancouver
 - 14 temporary exhibitions held in gallery in car **#4481**

1985
 - Major restoration work continues on all cars on preparation for the train exhibit at Expo '86 including major exterior steel restoration on "Argyle", "Rutherglen" and "River Rouge"
 - 8 temporary exhibitions held in gallery in car **#4481** before car is prepared later in year for trip to Expo.

Restoration continued on Sleeper "Glen Cassie"
 - Restoration begun on Sleeper "Somerset"
 - Major steel restoration completed on "Somerset"
 - Continued development of HO-Model Railway Display in car
 - Position of Manager for Marketing & Collections Care begun.
 - "**Business Plan**" completed for museum by Commonweath
 - Preliminary Design & Budget completed for Railway Water Tower relocation
*** Centennial Heritage Trees Program - Phase 2** begins along SW highway on Museum Development zone

1992
 - Sleepers "Glen Cassie" and "Somerset" major restoration completed
****Bob Turner**, Chief of Historical Collections at Royal B.C. Museum, **completed Study on "Historical Significance of the Railcar Collection at the Museum"**.
****Sleeper-Observation Car "Curzon"**(1907) - 1907 "Soo-Spokane Train Deluxe" repatriated as a lakeside cottage from State of Wisconsin in the U.S.A. to Cranbrook on flatcar by rail, then prepared & lowered onto frame with exterior painted. Cultural Property Designation
 - **Work Car X1413** "archaeologically demolished" to provide original wheels and underframe for Curzon,(also from Wisconsin by flatcar)
 - **Sleeping Car "Redvers"** (1929) arrives from Edmonton for interpretive purposes (modernized sister to the restored "Rutherglen")
 - **Baggage Car #736** (1877) - "Pacific Express" arrives from Edmonton
 - **Two ALCO diesel locomotives #4090 and #4469** arrive from Quebec City and stored for future placement at new site.
 - Study done on potential move of steam locomotives #2341 and #2928 for the 1929 Trans-Canada and the 1936 Chinook sets.
 - 2 more tracks built at old site, replacing the former parking lot, and 3 cars (Strathcona, Redvers & Curzon) placed inside fenced area with 80' extension built to main viewing corridor.
 - Replacement parking lot developed across King St.
 - "**Award of Recognition**" from the British Columbia Heritage Trust.
 - "**Preservation Award**" for the repatriation and rehabilitation of the 1907 car "Curzon", from the Canadian Railway Historical Association- Major "conservation project" completed inside car "British Columbia".

1993
 - Railway Water Tower technical movement plan done and funding secured
****Museum name changed to CANADIAN MUSEUM OF RAIL TRAVEL - CRANBROOK** to reflect the national status of the collection.
 - **Viewing Corridor 180' extensions completed** for Curzon, Strathcona and Redvers, all three of which formed a new tour
 - **Railway Gardens and platforms extended** and parking improved.
 - Stabilization and preliminary interiors work done to Strathcona and Curzon
 - **Mail Express car #3612** arrived from Vancouver and stored (for the "Chinook" Set)
 - Office Computerization
 - Two large city/museum billboards put up on highway near Fort Steele interchange.
 - Position on Board established for First Nations Representation (Ktunaxa-Kinbasket Tribal Council)
 - **Heritage Canada's 1993 "GOLD MEDAL - Achievement Award"** to Museum for the restoration of the "Trans-Canada Limited" train set - a national railway symbol.

1994
****Railway Water Tower relocated** and restored . as a major Cranbrook landmark on axis with the main downtown street (Baker St) and along the side axis of 7th Ave.S, as well as high profile along the highway. Dedicated Aug. 23, the 96th anniversary of the arrival of the railway to Cranbrook
 - **Railway gardens extended** in front of the Curzon and Strathcona ("garden tracks") and around the water tower
 - Automatic irrigation system extended in site
 - Job Training programs in operations and restoration established.
 * Historic, but derelict, 1898 Railway Freight Shed purchased by City for museum facility development at new site
 - Main viewing corridor extended to the include caboose and expanded model railway display.
 - Cranbrook Citizen of the Year to Garry Anderson, Executive Director

1995
 - **New Railcar Storage Yard** begun and fenced at SW end of site beside the former Scott National Bldg.
 - **Freight Shed restoration - stage 1 - exterior completed car #2104** arrives from Winnipeg , 3rd of the 4-car "Chinook" set. Cultural Property Designation
 - **Car "Naughton" arrives** from North Bay,- stored for future interpretation. Gutted condition.
 - **Two General Motors Diesel (A&B) Units** arrive from Toronto to head a potential future "Canadian "set. Cultural Property Designation
 - 32 foot long HO-Scale model of the new site & building done for display.
 - **BC Heritage Conference** held in Cranbrook in June
 - Foundation management restructuring to reflect the growing operation.
 - stage 1 interior restoration begun on the car "Strathcona"

*** Walking-Cycling Pathways - stage 1 completed** on central part of Museum Development Zone in front of Freight Shed
 - automatic "voice boxes" placed in all the cars for tour guide assistance
 - **Railway Excursion Study Committee formed**
 - Replacement project for Centennial Heritage Trees Program along Museum Development Zone
 - Volunteer assistance developed for tours using the new voice boxes

1996
 - completed expansion of the fenced railcar storage yard and moved 14 additional artifacts (locomotives and cars) inside
Centennial Heritage trees project - stage 3 completed (south Van Horne boulevard plantings) beside the highway and along Jim Creek in the museum zone.
 - initiated special marketing partnerships between museum and local accommodation businesses
Freight Shed- stage II restoration completed (interior framing & re-roofing)
 - worked with the Railway Excursions Study Committee to store some modern ex-Via Rail excursion cars for them in storage yard
 - one modern ex-Via Rail Lounge Car # 758 purchased by Museum and stored in yard for future interpretation
 - **expanded railway gardens & trees landscaping around the Water Tower** - planning began for the 1998 Crowsnest Railway Centennial - city established a formal centennial committee
 - **Re-roofing of the Freight Shed and the Water Tower completed**
 - Exterior work on some cars, and wooden window sash repairs and painting.
 * Continued work with the City & community groups on the Highway Rest Area (Future "Van Horne Park")
extension to walking/cycling "Pathways" on the Museum Development Zone part way through the park

1997
 - **The "Baker Hill Committee"** re-established after several years to promote preservation of older buildings, gardens, and major landscape feature, etc.
 - Car "Strathcona " - final venting and 32-volt electrical system hook-up
 - Planning continues for multiple galleries designs with the Cranbrook & District Arts Council for the Freight Shed
 - **Re-root the Elko Station**
 - Expand the railway gardens & pathways to south-west of the (former) site
 - Continue the development of the corps of museum volunteers
 - Plans and budget done to relocate the 160-foot long Freight Shed to it's final location to allow new site development
 - **construct a temporarily rail connection to the new storage yard** from the CPR active tracks
 - grade and lay ties, and rails, on some of the museum's permanenet tracks in the new museum location
 - complete the moving simulation concept for the interpretive car "Redvers".
 - begin preparations for the 1998 Railway Centennial with the City
 - prepare for the 1998 BC Museums Association conference to be held in Cbk
 - continue to work with the railway excursions committee

****Prestige Hotel** construction begins at SW end of Museum Development Zone
 - Tourism Excellence Award from the Chamber of Commerce
1998 (THE CROWSNEST RAILWAY ROUTE CENTENNIAL YEAR- legacies & events) January
 - three JCP staff hired for the year by the Canadian Museum of Rail Travel for centennial historical and heritage projects & events under a Human Resources Development Canada (HRDC) which provided the following positions: one for developing a Touring Exhibit about the Railway, one for local historical research, and one dedicated to work at City Hall for coordinating the community events

February
 - "All Aboard"dinner, historical speaker, entertainment to officially begin the centennial hosted by the centennial committee
 - **Crowsnest Historical Centennial website** done by the Museum and previewed at the end of "Heritage Week"
 - one JCP person hired for the year for special centennial archival work
 March
 - special weekly series of railway historical articles in newspaper begun by Museum (first of 46 planned local articles to end of year)

May
****Palace Sleeping car Omeme** (1906) - 1907 "Soo-Spokane Train Deluxe" arrives in Cranbrook, repatriated as a lakeside cottage from Wisconsin in the USA and a Museum restoration project begins for car to be dedicated on the special Centennial August weekend. Cultural Property Designation
 - extra large mature trees moved from old city works yard to Railway Water Tower Gardens for continued restoration by Museum
 June
 - **Crowsnest Railway Route Touring Exhibit, prepared by the Museum.** begins a 9-month touring schedule in Fort McLeod, first of 14 communities along the historic rail line.

- Touring Exhibit goes to Pincher Creek
- History Placemats with a map of the historic rail route were created by the Arts Council using a local graphic artist They contained historical facts supplied by the museum

July

- Special history items supplied by Museum for radio broadcasts in July/ Aug
- Touring Exhibit goes to Crowstnet Pass (Coleman)
- Touring Exhibit goes to Sparwood

August

- Touring Exhibit goes to Fernie
- **Special RAILWAY CENTENNIAL AUG. 23d & WEEKEND in Cranbrook**
- Touring Exhibit of the Museum opens in Cranbrook with specialized panels about Cranbrook history
- Historic Railcar "Omamee" exterior restoration completed and dedicated
- "First Spike" ceremonies for new Museum permanent tracks
- **100 year-old railway "Freight Shed" dedicated** for new Museum site.
- Centennial Historic Website of the Museum presented in more complete format at exhibition
- special centennial signs dedicated at Railway Water Tower Gardens
- the Canadian Pacific Railway display cars are shown during this weekend beside the Museum
- special centennial dinner held on board dining car at Museum
- 100 year-old restored Anglican Church has open house
- Horse-drawn wagon Heritage Tours of Cranbrook - operated daily by heritage businesses in the Baker Hill area and assisted by the Museum.

September

- Touring Exhibit goes to Kaslo
- work begins on Rest Area/Park in Museum Development Zone (the future Van Horne Park) for historic highway legacy sign, coordinated by Museum

October

- **BC Museums Annual Provincial Conference in held in Cranbrook** as part of Centennial year celebrations - at Inn of South
- Touring Exhibit goes to Creston
- * **Crowsnest Highway 3 Historic Sign dedication** Oct.6th commemorating the actual completion date of the Crowsnest rail line, held in new rest area/ park & coordinated by the Museum.
- Historic Railway Theme mural dedicated at 9th and Baker downtown
- assisted by Museum, the City, and coordinated by the Arts Council

November

- Touring Exhibit goes to Castlegar
- Touring Exhibit goes to Nelson
- Special Centennial Christmas Gala Dinner at Museum
- 14-month centennial restoration project ends at Museum

December

- Touring Exhibit goes to Lethbridge (then scheduled for Frank Slide Interpretive Centre in February/99 and returning to Cranbrook for permanent display in March/99)
- 12-month centennial research project ends (one continues to end Mar/99)
- all special historical files organized into binders and on electronic database for continued public access.
- City Council proclaimed as a centennial legacy project, the new rest area/park on the museum development zone as "**Van Horne Park**". This commemorates the visit to Cranbrook and Crowsnest Rail Line in 1898 of Sir William Cornelius Van Horne, president of the Canadian Pacific Railway.

1999

- * **construct a new 160' long steel & concrete foundation and move the Freight Shed** about 350 feet onto it
- * **construct 800-foot museum lead-in track behind the Prestige Resort** on city/museum land to new museum site.
- do stabilization of the basement pony wells and begin some interior finishing of the Freight Shed (main & lower)
- do inventory of all 50,000 items at temporary warehouse, sort, classify and store for future projects
- do complete inventory of all movable items in museum cars, Elko Station, and Freight Shed (non-archival)

- **move the former Unitel buil ding** off the old museum site to visually open up the Water Tower to Baker St view and prepare for gardens extension
- ****New \$10 million "Prestige Rocky Mountain Resort and Convention Centre"** opens at south end of Museum Development Zone with a local and regional railway history theme

- ** Baker Home sold to purchase the contents of the former Royal Alexandra Hotel Cafe (oak panels & doors, lights and moulding), transport to Cranbrook, inventory and store in lower Freight Shed. CAMAL still holds heritage protection covenants on Baker Home in the land title
- * **begin foundations for the Royal Alexandra Hall** as a Community Millennium Legacy Project
- Tourism Excellence Award from the Chamber of Commerce

2000

- **new Trainsdeluxe.com (central website) for museum established**, includes

the Crowsnest history web and other pertinent connections - for ease in marketing and communications

- major Canada 2000 millennium, Vancouver Foundation, BC Direct Access Gaming and Canadian Pacific Foundation funds applied for and received for Royal Alexandra Hall project.

- **new building shell for the Royal Alexandra Hall completed and contents installed**, lights operational, and re-casting done of some damaged decorative cornices, capitals, dentils and heraldic crests.

- **original carved oak fireplace from the Royal Alexandra.s formal dining room obtained** and restoration begun

- **foundations constructed for Entrance Hall** for connections to Freight Shed, service area, Reception Hall and Palm Court

- Entrance Hall construction begun

- **stage 2 of Van Horne Park completed** around diverted Jim Creek. (Excluding the parking lot adjacent to Preside)

the Museum.s 2nd train set, the 1936 "Chinook" is completed with the arrival of combination car 3051 from the National Museum of Science & Technology in Ottawa.

- website continually up-dated for construction/restoration projects

2001

- Entrance Hall shell completed, handicapped elevator/lift and heating/cooling systems installed
- fireplace display restored and installed in main entrance hall as focal point
- first impression to Museum
- varnishing and staining of all upper ceiling arches and trim in Royal Alexandra Hall completed

- * **ROYAL ALEXANDRA HALL "Dedication"** ceremonies held June 21, and regular tours of room begin from the old Museum site 2 blocks away, since the staff facilities are not yet complete and the railcar collection has not yet been moved to the new site.

- Palm Court shell framed by College of the Rockies construction program
- permanent display track - grade surveys and prelim trenches and grading
- **old Scott National building demolished** (temporary museum warehouse) to make way for permanent display tracks

- stored cars pulled back onto museum lead-in track to allow work on permanent display tracks

- re-align lead-in track with storage yard and reconfigure stored cars
- grade surveys and prelim grading done on new site from Freight Shed to property line by the Prestige Hotel

- ties and rail for tracks # 1 and # 2 laid and levelled (track #3 to wait to 2002)

- City provides new water main service to main building and installs 2 fire hydrants to site

- traditional oak floor completed in Royal Alexandra Hall in late December with Tembec donation of 273 costs, and Garry Anderson \$10,000 prize from the BC Heritage Award - the to charity of his choice

launch of local capital fund-raising campaign to complete the brick exterior.

- BC Heritage Award to Garry Anderson - Executive Director (with \$10,000 award to Garry for a Charity of his choice - to the Museum for 1/3 the cost of the oak floor in the Royal Alexandra Hall)

2002

- * **complete new site trains display area** with underground electrical services, security fence and systems, and level stable tracks (3 @ 800'+/Avg.) = 2400 feet of tracks for display

- **dismantle550 feet of viewing corridors at old site and prepare 14 cars for move to new site**

- ****SITE RELOCATION** of all 14 cars from old site & combine with 14 off-site stored cars to new (Sept. 11-13) done by the CP Railway, and doubling the railcar collection to 28 * staff remain at the old site and conducted tours to new site due to incomplete staff facilities at new site.

- connect 14 cars to new electrical and security systems
- prepare 9 cars for touring immediately after relocation (all 7 Trans-Canada and 2 Soo-Spokane Train Deluxe cars) (available within 2 days of move)
- continue work in the Main Entrance Hall and Palm Court
- Tourism Excellence Award from the Chamber of Commerce

2003

- construct frame and interior decorative framing of Reception Hall alongside Royal Alexandra Hall
- complete public washrooms in lower Freight Shed, and the staff /ticket/office areas on main and mezzanine

- complete decorative railings in Main Hall
- complete highway access temporary signs, parking lots grading & some preliminary landscaping

- The Royal Canadian Pacific sponsors special decorative glass doors in Main Hall and begins excursion train service direct to new museum

- ****RELOCATION OF MUSEUM STAFF** to partially-complete facility July 16
- **the donated heritage 1864 concert grand piano** arrives (Sept) from Victoria. re-co nstruct the lower parts of new viewing corridors between tracks # 1 and #2 (600 feet long)

- complete preliminary plans for back 2-storey addition for museum shop, offices and archives, and both levels of Freight Shed

**consolidate and RELOCATION OF THE CRANBROOK HISTORICAL ARCHIVES

from City Hall and Elko Station upper floor to upper Mezzanine at new site Oct 1-2, with 2/3 in temporary storage in upper level of Freight Shed.

- complete exterior facade brick and doors/windows in late November
- complete interior decorative architectural framing of Palm Court and drywall/ painting (Dec)
- complete interior decorative architectural framing of Reception Hall (Dec)
- Tourism Excellence Award from the Chamber of Commerce
- Queen.s Silver Jubilee Medal - to Garry Anderson for his work in the community

2004

- complete drywall and painting of Entrance Hall, Palm Court and Reception Hall and install decorative lights

- framing of catering kitchen divider wall & doors to Royal Alexandra Hall

- ** **"SOFT OPENING" of Royal Alexandra Hall** to full public use (April 3)

- ** **"GRAND OPENING" of new museum site and facilities** - (Sept. 3 & 4) with 700 guests for dinners and concerts over the 2 day period, officiated by the Lieut Governor of BC attended by the CPR.s Steam Train #2816 from Calgary.

- complete raised viewing corridor floor between tracks # 1 and 2

- preliminary preparation of most cars on track #2
- for volunteer use

- **prepare 52 weekly historical news articles for use during 2005 Centennial**

- complete drywall of lower level of the Freight Shed
- secure funding and **begin back addition construction**, including storage areas for new Archives facility

- Tourism Excellence Award from the Chamber of Commerce

2005

- * **CITY INCORPORATION CENTENNIAL - physical legacy projects and special museum events over the year**

1)In late 2004, research and digitally format 52 historical articles on a variety of subjects on Cranbrook history for weekly printing in the Townsman newspaper Jan-Dec/05

- **2) Research, select and mount 9 large format framed prints for Phase 1 of the **"Cranbrook History Gallery"** in lower level of the historic Freight Shed.

- 3) Sponsor **"Heritage Bus Tours"**, July 1 for the Centennial and Canada Day.

- 4) **Move the archives to new permanent storage rooms** on 2nd and 3rd floor of new back addition

- 5) Research old hotel menu items from Cranbrook to help design the **City Centennial Gala Dinner** in the Royal Alexandra Hall on Nov.1

- 6) **Add winter lights** to buildings at the old and new Museum sites as a visual connection with the downtown area

- **7) **Re-establish the Gala Christmas Dinners** for 124 people - specially for the centennial year - in the Royal Alexandra Hall on Nov 25 - after a 3 year interruption of the dinners after the Museum site relocation in 2002.

- **8) Assist the committee with the content and format for the Cranbrook Centennial Book - extensive Archives use by contractor

- **9) Design & print 10,000 copies of the Cranbrook Heritage Tour Maps for free distribution to all visitors, schools, and groups

- complete framing of most of lower floor of the 6700 sq.ft Back Addition including new Gift Shop & Tour Orientation Area, storage for 280 chairs and 50 tables for the Royal Alexandra Hall, coat rack area, and corridor to the excursion tracks.

- **complete roof of the 600' long raised viewing corridor** and expand railcar tours by adding 3 more car on track #2 and 3 cars on track #3 to the tour schedule, bringing the total cars on tour to 16 out of 28

- preliminary concepts done for the 4-car set of the "Chinook" (1936) and the 2 "Pacific Express" (1882) cars for future tour expansion

- expand exterior landscaping at front and back of site, and improve two areas at the old Museum site under the Federal-Provincial Infrastructure Funding Program, and add the trellis to the front of the Freight Shed.

- **move the gutted steel shell of the former sleeping car "Naughton" to the rear of the Prestige Hotel** for off-site interpretation and remodelling into 2 luxury suites by the hotel. This car was in the secondary collection, and the sister car "Newcastle" assumed the future interpretive role.

- * Total heat/ventilation system replaced in car "British Columbia"
- * cooling compressor added to car "Strathcona"

- Tourism Excellence Award from the Chamber of Commerce

2006

- replace the furnace at the Elko Station for tenant - the Cranbrook

- Community Foundation
- * completed framing and drywall sheathing of the 2800 SF multiple exhibition galleries in upper Freight Shed (as large as Royal Alex Hall)

- ** completed concept and preliminary structural steel designs for the large 80,000+- sq.ft structure to enclose the entire trains display area with "green" technologies for long-term conservation, energy efficiency, & increased programs indoors

- place new digital voice boxes in all cars to assist tour guides
- connect electrical to car Redvers to operate existing HVAC system
- replace all air filters in 14 cars with new efficient design

- complete final landscaping staged at the former Museum Site - "Canadian Pacific Railway Park"

- 3 special events held during year to celebrate the 100th Anniversary of the Royal Alexandra Hall (Hotel)

- reprint 20,000 of the Cranbrook Heritage Tour Maps for self-guided public and school tours

- expand the annual Pre-Christmas Museum Gala Dinner to 2 nights
- Museum represented, in person, at the House of Commons Committee on a New Canadian Museums Policy, to present its, particular preservation challenges to highlight problems faced by the outdoor-stored railcars with extremely fragile and valuable interiors

- 1921 Dining car "Wingfield" one of last railcars for the intended collection, arrives from the CPR after a 20-year effort to obtain it - for future interpretation with the companion sleeping car "Newcastle" also 1921

2007

- * *NOTE: Due to high employment levels in Canada, particularly in the West including Cranbrook, there were very few unemployed people to work on Federal Job Creation Projects (JCP), which has been a "backbone" of the museum construction and restoration projects since the museum began in 1977. A Job Creation Project was finally approved to start in early December, 2006 and continued through early2007. However, there was virtually no work done over the period June to December 2007 - the first time in the Museum's history.*

- Due to a lease with the Cranbrook Community Foundation from June/06 - Mar/07, that revenue allowed the replacement of the old gas furnace and other small improvements to the **Elko Station**, which had been vacated in 2003, when museum staff relocated to the new site.

- The three cars on the "Interpretive Cars Tour" (**Redvers, Café -Lounge and the Caboose**) were added to the Museum tours schedule in summer. The final electrical connections were made using stock salvaged from the old site to reduce the costs. This connection allowed the lighting and ventilation system to be activated.

- Two priority preservation projects were also done in summer. The addition of a cooling compressor to the **car Strathcona** ventilation system will better maintain cooler temperatures in summer, and the old furnace/fan system in the **car British Columbia** was replaced to allow improved environmental controls in that car as well.

- For improved conservation in all cars on tour, the air filters design was changed for easier maintenance and air Museum site,

- the **miniature railway operation** overseen by contractor Masons, Trains of Cranbrook saw the laying of 1500' of 7.5" gauge rail for miniature railway with track purchased and owned by Museum.

- July 1 - celebrated the 100th Anniversary of the Soo-Spokane Train Deluxe (the "Cranbrook Train") in 2007

- completed **landscaped beds** along front of Freight Shed & add to automatic irrigation system.

- completed ventilation systems for **Reception Hall and Palm Court**

- ****Up-Date completed on the 1992 Study on the National & International Significance** of the railcar collection by Robert Turner, Curator Emeritus of the Royal BC Museum.

- completes the space for the reading and reference room of the new **Cranbrook Historical Archives**

- complete the space for the **Cranbrook History Gallery**, although most of the historical content had been completed under previous special funding
- * **Dining car "Wingfield"** (85 tons) moved on site a display adjustments made on tracks #2 and #3 during this move (most of collection now assembled with the arrival of this car)

- **The **two GM Diesel units** moved to SW end of track #2 for addition to the interpretive cars/locos tour

- * The 1936 **4-car set of the "Chinook"** turned end for end and connected to Café-Lounge Car for future connection to tours.

- * *NOV/07 - The **Federal Job Creation Program (JCP)** announced in Nov. that no more construction/restoration projects could be funded due to the excellent economy in the area, and the lack of unemployed people for referrals. This reduced the Museum's Collection Development (Capital) budget by up to 90% due to the lack of substantial labour and some material funds that had been used successfully every year since 1976 to leverage many times their value. This part of Museum development had been increasingly affected by the economy since 2005, resulting in much longer periods of time to complete projects (ie - the gift shop and related areas took 3 years instead of the originally- expected 10 months to complete) This will be a major challenge for the Museum for the foreseeable future.*

- **Heritage Canada's 2007 "Achievement Award"** - Given for the same restoration of the Royal Alexandra Hall (see also 1993 for this same award)
- **"BC Achievement Award"**- "to Garry Anderson for outstanding commitment to heritage projects and the arts and culture in the City of Cranbrook. Under his direction, the Canadian Museum of Rail Travel has developed into one of the world's finest collections of passenger rail cars. Garry has been instrumental in the revitalization of the downtown area, restoration of many Cranbrook heritage homes & restoration of the Royal Alexandra Hall".

- Garry Anderson, Executive Director, named to the **"ORDER OF CANADA"** for the development of the Canadian Museum of Rail Travel and the Cranbrook Archives, Museum and Landmark Foundation.

2008

- **New Historical Archives** facility completed - under a Federal Job Creation Program (JCP) contract to do a complete review and analysis of the Archival holding containing tens of thousands of items and relocate the entire collection to the new Archives facility.

*NOTE - As with the case of the **Job Creation Program** in early 2007, due to excellent economy in the area, and the inability to find unemployed people after March/08, this project was terminated 2 months early, although all items were checked against the register, the Archives was physically moved to its new facilities and a good beginning was made on checking the entry descriptions. Several volunteers have continued this work along with the part-time Archivist. Restrictions on the use of this new space by the public is still necessary as it is still classified as storage space until all the upper back floor exiting and electrical can be completed. Material can still be made available for the public in the old archives room (now a meeting room) depending on volunteer assistance.*

- **New Ticket Area, Orientation Audio Visual Theatre, Gift Shop and the railcar restoration interpretive area** was completed for public use. The restoration interpretive area was set up using several restoration comparison panels formerly from the corridors at the former Museum site that have been stored since the site relocation in 2002.

- **upper level (mezzanine) back floor** progress - all of the future rooms (Board Room, 3 offices Conference Room and mezzanine overlooking the Reception Hall were framed and carpeted - awaiting completion of electrical and painting as funds permit.

- **lower level of the Historic Freight Shed** - Carpet was installed in the Cranbrook History Gallery which is now awaiting only the exhibition lighting, ventilation system and the exit/emergency lighting and exit stairwell to be able to open. The "Ted Fielder" Room is also awaiting the electrical, painting, and the ventilation system in order to open - to seat up to 60 people for multi-purpose events, meetings, small displays and exhibits, and other special smaller events.

- Improved environmental control was begun for several important railcars with the addition of cooling compressors to the existing ventilation systems in the fragile cars **Curzon, Omeneee & Redvers**, plus ventilation ducts and a complete heat/cool system for the **first class coach #621** - all made possible through the new Columbia Basin Trust Heritage Capital program July 1/08 - **Canada Day** - CELEBRATION OF THE MUSEUM'S 30TH ANNIVERSARY of opening for regular hours - July 1, 1978, and the official opening of the new orientation theatre-gift shop & restoration interpretive area by Mayor Ross Priest.

- arrival of all original style seats for **car #621** - stored for future restoration and installation
- **O-Gauge model railway** donated from former Granville Island Museum & stored in lower Freight Shed until re-construction funds can be raised
- Garry Anderson attends Order of Canada formal ceremonies in Ottawa Dec.12

A PROPOSED 5-Year Museum Plan 2009-2013

* NOTE - The Risk Assessment/Stabilization Report, and the Business Facility Plan will put much of the following material, and more, into a comprehensible report for future orderly development of the Museum according to national museum standards, and for orderly transition as the Executive Director begins the retirement process. These two reports are the highest priority for 2009 as the future of the Museum may well depend on them.

- 1) 2009-2013 **PROJECTS** (that support increased artifact preservation and increased public programs, but not in order of priority)

- A) **FACILITIES/BUILDINGS**
 - complete designs and estimates and then begin a **national fund-raising campaign for a large insulated structure to enclose the entire trains display** area for long-term conservation, energy efficiency using new "green" technologies, and increased indoor programs (see railcar collection below)
 - improve the catering kitchen for new programs
 - complete stage modules and special theatrical lighting and sound/lighting control room for the Royal Alexandra Hall
 - obtain a second (non-heritage) grand piano for regular performing use in the Royal Alexandra Hall
 - complete conference room for 25 & Board Room for 14 on upper back level
 - complete the 3 "museum business development offices" on upper back level
 - complete the Cranbrook History Gallery on lower Freight Shed level
 - complete the Ted Fiedler Multi-Purpose Room on lower level Freight Shed
 - complete the 5 "Temporary Exhibition Galleries" on the upper Freight Shed and the accompanying museum exhibition program office.
 - complete the restaurant space (for lease) in upper Freight Shed that will assist operations for the galleries.
- B) **HISTORIC RAILCAR COLLECTION**
 - add electrical service and partial environmental controls to Grand Pre, Caboose and Café-Lounge Car
 - structurally stabilize car #4144 and complete the mid-tour circuit visitor

- lounge and WC in this car
- complete the 2 Pacific Express cars on track #2 for the regular tours
- complete the 4 Chinook cars on track #3 for the regular tours
- continue restoration and conservation inside all cars (*the last interior restoration done in any railcar was in 1992*)
- install all existing stored railcar interpretive displays in the viewing corridor after trains building completed
- apply for National Historic Site status for the 1929 "Trans-Canada Limited", *perhaps the world's oldest intact deluxe hotel-on-wheels*

- C) **O-GAUGE MODEL RAILWAY DISPLAY** (interior)
 - complete the facilities for the model railway displays on the lower level of the Freight Shed including the exits and hall access (the CBK hist Gallery)
 - complete the restoration of the donated O-Gauge model railway from the former Granville Island Museum, and add to programs with tickets
 - complete the restoration of the former HO-Gauge Crowsnest Model Railway and the install the accompanying 1998 Crowsnest Railway Historical Exhibit in the model room opposite the O-Gauge Model Display.

- D) **MINIATURE RAILWAY OPERATION** (Exterior)
 - extend the 7.5" gauge track past the Prestige hotel then commence operations of this ride and add to museum ticket program

- E) **SITE**
 - complete landscaping along the front of the Museum and along the back rail excursion tracks
 - complete the pathway along the Museum Zone by connecting through the existing CPR parking lot

- pave the Museum parking lot in 3 stages
- continue development of the miniature railway operation throughout the Museum Development Zone

- work with City and Min of Highways to re-design the existing awkward 6th Ave., 2nd St.S., and Van Horne Intersection which directly faces the Museum.
- obtain and restore the existing original 1898 CPR Station (modernized 1946), if and when it ever becomes available from the railway.

- 2) 2009 - 2013 **PROGRAMS** (That expand use the new facilities for tourists AND residents, but not in order of priority)

- A) **RAILCAR TOURS**
 - expand the "railcar tour packages" from 5 to 8 to include all 28 railcars on permanent display
- B) **MODEL RAILWAY DISPLAYS** (INTERIOR)
 - expand volunteers to oversee both model railway interpretive operation
- C) **MINIATURE RAILWAY OPERATIONS** (EXTERIOR)
 - finalize contract with contractor/operator (with City as well) to begin operations & develop where applicable the volunteers to assist the contractor
- D) **ROYAL ALEXANDRA HALL**
 - expand volunteers to oversee RAH tea & scones with special heritage music concerts

- assist in the development of music programs in the Hallwith the Symphony of the Kootenays and the EK Music Teachers Association and other groups.
- increase future program use of Royal Alexandra Hall by building modular staging, obtaining a second regular performance grand piano, increasing indirect lighting, installing special stage lighting and hiring staff to market and operate the room

- E) **CRANBROOK HISTORY GALLERY**
 - begin special school tour programs of CBK history gallery & heritage maps
- F) **CRANBROOK HERITAGE TOURS**
 - commence special bus heritage tours on Canada Day after the Heritage Lunch in the Royal Alexandra Hall

- G) **NEW STAFF POSITIONS AND OTHER ISSUES**
 - establish a **Royal Alexandra Hall "Management & Marketing" position** to increase earned revenue & use, and develop community and business partners for special events

- establish a **Museum Marketing/Associate Director position** to increase general museum marketing to bring more visitors to the Museum and Cranbrook thus increasing earned revenue and develop community and business partners, as well as plan for senior management long-term stability.
- establish a **Museum Exhibit Program Manager and office** in upper Freight Shed and inaugurate annual gallery exhibition schedule for HISTORY (non-railway themes) and ART both for education and sales and for both locally-produced and touring exhibits - *this might also involve the Cranbrook & District Arts Council for the arts exhibit program aspects.*

- establish a **specialized restoration/conservation position** for long-term preservation work in the actual artifact railcars to properly conserve the interiors and exteriors of the railcar artifacts to national standards
- **expand knowledge and understanding of the "National Significance" of the railcar collection** via the 1992 & 2007 Royal BC Museum studies by R. Turner.

- obtain federal support for the extraordinary costs of preservation of outdoor stored railway cars / artifacts that are of national significance, and increase provincial, local, private sector and general population support.

5/6

MUSEUM RAILCARS HAVE NATIONAL SIGNIFICANCE

... the historic passenger trains at the Canadian Museum of Rail Travel are of great importance to Canada, and are deserving of support from well beyond Cranbrook ...

Many people, may not be aware of the national significance of the railcar collection at the Canadian Museum of Rail Travel. The vintage passengers trains assembled are unique and are not found elsewhere. The trains are in original, restored, or deteriorated/modernized condition, and most are from original "set" configuration that makes the museum a stand-alone institution.

In 1992, the Friends of Royal BC Museum (RBCM) commissioned a comprehensive study of the historical significance of the museum trains at Cranbrook, even before some of the cars had arrived. The 112-page report was done by Robert Turner, then the Senior Curator of Modern History at the RBCM, and a noted authority and author on Canadian railway history. Mr. Turner came up with some startling observations that showed the uniqueness of the trains and their value to many levels. It showed they had all levels of importance and relevance from the local Cranbrook level, the Kootenay Region, the Province, western Canada, to the national level, and even international importance. In 2007, Mr Turner provided and up-date to the 1992 study, which as more practical in nature since all the cars are now in Cranbrook.

Here are some of his quotes from the 1992 original study:

** This is the largest collection of this type of equipment in Canada.*

** There are no known equivalents of these trains preserved in other collections. As such, they are of international interest and importance as museum objects.*

** The collection is clearly of national importance and has value far beyond the Cranbrook region or British Columbia. It is also clear that the collection has international importance and significance particularly to the rest of North America. Beyond this continent, the collection also has considerable value ...*

** The importance of the collection of passenger trains at Cranbrook justifies the broad and substantial support of both public and private sectors at all levels to ensure its preservation and interpretation for the benefit of the public. Support from beyond the Cranbrook region is clearly justified. Moreover, a collection such as this should receive appropriate provincial, national, and international designation and recognition.*

On the front page of the study is a quote from Stephen Drew, Senior Curator, California State Railway Museum, Sacramento. In a letter to Robert Turner, Nov.1992, he sets the tone. " In terms of significance, I must say that I have not been able to come up with any more superlatives than those you have already enumerated. Preserving a complete heavyweight passenger train is tantamount to preserving the entire ship rather than just a single stateroom. For those of us in the discipline of railroad preservation, the collection at Cranbrook has significance throughout North America".

Here are some pertinent quotes from the 2007 Update to the Study:

** The Canadian Museum of Rail Travel in Cranbrook is a railway heritage resource that is unequalled anywhere in Canada and is clearly of national as well as international significance. Nowhere in Canada is there anything like it, and its potential is tremendous*

** The collection of complete sets of passenger train equipment is far more meaningful than preserving single pieces of rolling stock in isolation. It is also a concept that few other Museums have developed. contributing to the importance and unique qualities of the collections at Cranbrook.*

** This priceless collection is now at significant risk due to lack of appropriate enclosed exhibit space ... the construction of a new Trains Display Building can also be a model of "green-building" design, innovation, and construction, setting an example of careful planning ... that are now established tenants of new funding programs of all levels of government.*

** It is clear that no other institution in British Columbia has developed the same focus or collections as those represented at Cranbrook's Canadian Museum of Rail Travel. In deed, the same can be said for all of Canada.*

** Clearly, the Canadian Museum of Rail Travel is a special and unique cultural enterprise and its collections are very special, very beautiful and irreplaceable...*

** In am confident , I might add, that if equivalent sets of were preserved in the United Kingdom, they would be featured exhibits at the National Railway Museum at York, or an equivalent exhibit venue, as some of the finest examples of railway passenger rolling stock from the 20th century.*

** The existence of the collections at the Canadian Museum of Rail Travel is itself an amazing tribute to determination, careful planning, resourcefulness, and vision in a relatively small city of 20,000 people .. The accomplishments have been breathtaking and tremendous ... It has a well-proven record of completing the near-impossible.*

** The Museum recognizes its responsibilities to its clients, who are the people of Cranbrook, , the people of British Columbia, and the people of Canada for whom its holds the collections in public trust. Moreover, the Museum recognizes its responsibilities around the world and to the heritage collections themselves.*

One of the most important jobs in the next couple of years will be for the Museum and the City of Cranbrook to raise the awareness of the national and international importance of the rail car collection and the responsibility from all sectors across the province and the nation to help with the long term preservation, or risk loosing the artifacts to environmental degradation.

6/6